

SAILING DIRECTIONS CORRECTIONS

PUB 192 7 Ed 2000 LAST NM 27/02

Page 60—Graphic; strike out.
(NIMA) 36/02

Page 62—Graphic; strike out.
(NIMA) 36/02

Page 63—Lines 23 to 26/R; read:
seen on the chart.

Sunk (51°52'N., 1°35'E.) is the area lying between the S end of Shipwash and the N end of Long Sand. This area forms the point of entry for vessels proceeding from the NE into Black Deep and East Swin or King's Channel, the main passages leading to the River Thames.
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Page 64—Lines 15 to 20/L; read:
Vessel (51°51'N., 1°35'E.).

Vessels can proceed in a SW direction from these boarding stations into the N entrance of East Swin or King's Channel. In addition, two Deep-Water Routes, which may best be seen on the chart, lead from the vicinity of the boarding stations into the N entrance of Black Deep.

Trinity Deep Water Route leads directly SW. It passes about 2.2 miles SE of Sunk Light Vessel and 0.2 mile SE of Trinity lighted buoy (51°49'N., 1°36'E.).

Sunk Deep Water Route leads about 2.5 miles W and then SSW. It passes about 0.4 mile SE of Sunk Light Vessel and 1.3 miles WNW of Trinity lighted buoy (51°49'N., 1°36'E.).

A pilot boarding station for the Thames and Medway is situated in the vicinity of North East Spit (51°25'N., 1°30'E.).

Vessels proceeding from this boarding station to the entrance of Fisherman's Gat should steer in a N direction for about 6 miles and pass E of the NE Spit lighted buoy (51°28'N., 1°30'E.) and E of the Tongue Deep Water Anchorage Area, which lies centered 1.5 miles ENE of the Outer Tongue lighted buoy (51°31'N., 1°26'E.). They should then steer in a NW direction for about 5 miles toward the seaward entrance of the fairway channel.

Vessels proceeding from this boarding station to the entrance of Princes Channel should steer NNW for about 4 miles and then W toward the channel entrance, passing S of the remains of Tongue Sand Tower (51°30'N., 1°22'E.).

Caution.—A Precautionary Area has been established in the vicinity of Sunk Light Vessel in order to minimize the risk of collision.

A Precautionary Area has been established in the vicinity of the junction of Fisherman's Gat and Black Deep. Vessels should navigate with extreme caution in this area.

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Page 64—Line 40/L; read:
unable to use Barrow Deep or Fisherman's Gat.
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Page 64—Lines 45 to 50/L; read:

From the E and SE, the most direct route is through Princes Channel and Oaze Deep. For vessels with deeper drafts, the other main route is through Fisherman's Gat, Black Deep, Knock John Channel, and Oaze Deep.
(BA NM 30/02) 36/02

Page 64—Line 1/R; read:

Depths—Limitations.—The following least charted depths are found in the main routes:
(NIMA) 36/02

Page 64—Lines 8 to 9/R; read:

In Fisherman's Gat, Black Deep, and Knock John Channel through Oaze Deep—a depth of 7.6m.
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Page 65—Line 12/R; read:

Deep or Fisherman's Gat.
(BA NM 30/02) 36/02

Page 65—Line 20/R; read:

are unable to use Barrow Deep.
(BA NM 30/02) 36/02

Page 66—Line 12/L; read:

to Fisherman's Gat from the NE, leads between
(BA NM 30/02) 36/02

Page 66—Lines 17 to 55/L; read:

North Edinburgh Channel (51°33'N., 1°19'E.) leads WNW and W between Long Sand and Shingles Patch into Knob Channel. This channel is unmarked and no longer used by commercial shipping.

South Edinburgh Channel (51°32'N., 1°15'E.) leads NW between Shingles Patch, on the E side, and North Shingles, on the W side. This channel is unmarked and no longer used by commercial shipping.

Shingles Patch (51°32'N., 1°18'E), which forms the SW side of the North Edinburgh Channel, dries in places up to 0.8m.

Shingles (51°31'N., 1°13'E), an extensive drying shoal, lies W of the South Edinburgh Channel. It consists of North Shingles and West Shingles, which lie on the S side of Knob Channel, and South Shingles, which lies on the N side of Princes and Alexandra Channels.

Fisherman's Gat (51°35'N., 1°22'E.) leads NW for 4 miles across the S end of Long Sand and into Black Deep. This channel forms the main approach route from the SE.

The fairway, which is marked by lighted buoys, is about 0.3 mile wide and has a least depth of 7.6m (2001).

Outer Fisherman lighted buoy (51°34'N., 1°25'E) is moored 3.2 miles NNW of Outer Tongue lighted buoy and marks the seaward entrance of the channel.

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Outer Tongue lighted buoy (51°31'N., 1°26'E), equipped with a racon, is moored about 8.2 miles N of North Foreland and marks the S approach to Fisherman's Gat.

Foulger's Gat (51°38'N., 1°26'E.), a narrow channel, leads N for about 3 miles across Long Sand and connects the S end of Knock Deep to Black Deep. This channel has a least depth of 4.6m and is only used by small craft. Its N and S entrances are marked by lighted buoys.

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Page 66—Lines 4 to 5/R; strike out.

(BA NP 28)

36/02

Page 66—Lines 22 to 27/R; read:

Tongue Sand Tower (51°30'N., 1°22'E), in ruins, is situated on the N side of the E approach to Queens Channel and Princess Channel, 3 miles WSW of the Outer Tongue

lighted buoy. This structure is marked by lighted buoys moored close N and S of it.

North East Spit (51°27'N., 1°28'E), located in the SE approach to Princes Channel, is a curved ridge, which extends NE and N from the E end of Margate Sand. This ridge, which has depths of less than 10m, is reported to be moving slowly seaward at a rate of 20m each year.

NE Spit lighted buoy (51°28'N., 1°30'E), marking the NE extremity of North East Spit, is moored about 5.7 miles NNE of North Foreland. A pilot boarding station is situated about 3 miles S of this lighted buoy.

(BA NP 28)

36/02

AMERICAN PRACTICAL NAVIGATOR CORRECTIONS

PUB 9
(NIMA)

Ed 2002

NEW EDITION
36/02

WORLD PORT INDEX CORRECTIONS

PUB 150

17 Ed 2000

LAST NM 33/02

EVEN PAGE CORRECTIONS

INDEX NUMBER	PORT	COUNTRY CODE	LATITUDE	LONGITUDE	PUBLICATION	CHART	HARBOR SIZE	HARBOR TYPE	SHELTER	ENTRANCE RESTRICTIONS				OVERHEAD LIMITS	CHANNEL	ANCHORAGE	CARGO PIER	OIL TERMINAL	TIDE	MAX SIZE VESSEL	GOOD HOLDING GROUND	TURNING AREA
										TIDE	SWELL	ICE	OTHER									
14900	PUERTO PISCO	PE	1343S	07615W	125	22181	V	CB	P	N	N	N	Y	N	H	J	Q	Q	02	L	Y	Y
*			*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
																						36/02
61205	ESASI KO	JA	4152N	14007E	159	96943	V	CB	P							J	L	P	02			
*																						36/02
61645	ETAJIMA	Remove from list.																				36/02
*																						
61810	TURUGA KO	JA	3539N	13604E	159	95281	S	CB	G	N	N	N	Y		G	C	L		01	L		
*																						36/02
61852	TOYAMA-SHINKO	Remove from list.																				36/02
*																						
61860	HIGASHI IWASE	Remove from list.																				36/02
*																						
61875	NIIGATA HIGASHI	Remove from list.																				36/02
*																						
61890	RYOTU WAN	JA	3805N	13834E	159	95261	V	CN	F							D	G		K	01		
*				*																		36/02
62040	TAKAHAMA KO	Remove from list.																				36/02
*																						
62065	MUTSURE SHIMA	JA	3358N	13052E	159	95341	S	OR	P				Y		E	J		E	07	L		
*																						36/02

PUB 150 (Continued)

ODD PAGE CORRECTIONS

INDEX NUMBER	1ST PORT OF ENTRY	U.S. REPRESENTATIVE	ETA MESSAGE	PILOTAGE		TUGS SALVAGE	TUGS ASSIST	QUARANTINE		COMMUNICATIONS					LOAD/ OFFLOAD				MEDICAL FACILITIES	GARBAGE DISPOSAL	DEGAUSS	DIRTY BALLAST	CRANES			LIFTS				SERVICES				SUPPLIES						
				COMPULSORY	AVAILABLE			LOCAL ASSIST	ADVISABLE	PRATIQUE	DERATT CERT	OTHER	TELEPHONE	TELEGRAPH	RADIO	RADIO TEL	AIR	RAIL					WHARVES	ANCHOR	MED MOOR	BEACH MOOR	ICE MOOR	FIXED	MOBILE	FLOATING	100 TONS PLUS	50 - 100 TONS	25 - 49 TONS	0 - 24 TONS	LONGSHORE	ELECT	STEAM	NAVIG EQUIP	ELECT REPAIR	PROVISIONS
14900	N	N	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	N	Y	N	N	N	Y	Y	Y	N	Y				Y	Y	N	N	N	N	Y	Y	Y	Y	Y		N	
	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*				*	*	*	*	*	*	*	*	*	*	*	*	*

36/02